AUSTRALIA

AIP SUPPLEMENT (SUP)

H164/26

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AERONAUTICAL INFORMATION SERVICE,
AIRSERVICES AUSTRALIA, GPO BOX 367,
CANBERRA ACT 2601

For DISTRIBUTION queries, contact:
Email: aim.editorial@airservicesaustralia.com

For CONTENT queries regarding this SUP, contact:
Email: stakeholder@airservicesaustralia.com

CHANGES TO ERSA FOR SYDNEY/BANKSTOWN AND CAMDEN, EFFECTIVE 09 JULY 2026

1. INTRODUCTION

1.1 This AIP SUP cancels and replaces SUP H84/26, with a replacement Appendix 1 amending para 5.2.1 b (iii) to (iv) and para 5.4.3. The cancellation details at para 3.1 of this SUP have also been amended.

1.2 This SUP provides corrections to ERSA entries for Sydney/Bankstown and Camden as part of the Western Sydney Airspace implementation. Analysis and simulation of the procedures resulted in some changes to published items. To avoid confusion Sydney/Bankstown ERSA FAC Flight Procedures has been included in full.

1.3 An analysis of the terrain in the vicinity of Pennant Hills Strobe and to the North highlighted that the requirements of CASR 91.265 minimum height over Built Up Areas was inconsistent with a clearance at 1,500FT. Consequently, the cleared level has been increased to allow pilots to comply with the CASR Two (2) new VFR waypoints are being added to support the clearances.

1.4 Feedback from industry indicated that, where possible, the use of higher levels on the BK VFR Routes would enhance safety. Based on that feedback, the levels of the MT ANNAN OUTBOUND and ST HELENS INBOUND routes have been amended.

1.5 Changes to Camden ERSA are minor and are listed specifically.

1.6 Other documentation updates as listed in below.

1.7 The information included in Appendix 1 incorporates changes to ERSA FAC YBSK FLIGHT PROCEDURES described in AIP SUP: BANKSTOWN SOUTHEAST VFR ROUTE AND CODED CLEARANCE.

2. OPERATIONAL INFORMATION

2.1 Camden

2.1.1 Amend ERSA FAC YSCN FLIGHT PROCEDURES, add the following paragraph:

a) VFR departures to the North must refer to the Bankstown ERSA FAC as well as Sydney VTC and plan via the appropriate VFR routes.

2.1.2 Amend ERSA VFR WAYPOINTS - ENCODED, add the following waypoints:

Waypoint	State	Code	Lat	Long
Baulkham Hills Reservoir	NSW	BKHR	334437S	1505915E
Carlingford Corner	NSW	CFCR	334528S	1510300E

2.2 Sydney/Bankstown

2.2.1 Amend ERSA FAC YSBK ATS AND AERODROME COMMUNICATION FACILITIES, change the following to read:

APP BANKSTOWN APPROACH 125.8

2.2.2 Amend ERSA FAC YSBK FLIGHT PROCEDURES, replace with Appendix 1.

3. CANCELLATION

3.1 This SUP self-cancels at 202611251600 UTC. The changes to Appendix 1 outlined in para 1.1 will be promulgated by NOTAM, effective 26 NOV 26, until incorporated into AIP ERSA effective 18 MAR 27.

4. DISTRIBUTION

4.1 Airservices Australia website only

Appendices

1. ERSA FAC Sydney/Bankstown Aerodrome (YSBK)
2. Sydney Visual Terminal Chart (VTC)

1. ERSA FAC Sydney/Bankstown Aerodrome (YSBK)

FLIGHT PROCEDURES

1. **ESTIMATED AIRBORNE TRAFFIC DELAYS**

1.1. For IFR ARR ACFT may be expected due to terminal area traffic density 2000-1300 UTC DLY: 15 MIN.
Note: Actual holding times may differ from holding estimates. Historical data on actual holding is available from the NOMC.

2. **ATC TRAFFIC MANAGEMENT SPEED**
When not on a SID or STAR (including vectoring) - ACFT ARR or DEP BK via Class C airspace must not exceed 250KT IAS when BLW 10,000FT AMSL. Advise ATC if a higher speed is operationally required.
Note: Pilots must also comply with Class D airspace speed limits. Cancellation of ATC traffic management speeds does not cancel Class D airspace speed limits.

3. **IFR OPERATIONS IN VMC**
Pilots electing to commence or terminate an IFR flight under the VFR should communicate such intention at the earliest possible time to ensure their arrival or departure is processed efficiently.

4. **LOW VISIBILITY OPERATIONS**
Low Visibility Operations not AVBL.

5. **LOCAL PROCEDURES**

5.1 **Flight Plan Notification**
a. All VFR operations within Class D CTA must submit a flight plan.
b. IFR or VFR ACFT requiring RWY 11C/29C must notify BK TWR ATC on first contact.

5.2. **VFR and IFR Clearances via Class D CTA**

5.2.1. Arrivals
a. IFR
(i) BK CTR is IMC
Expect IFR clearances to BK from CTA via IAP (i.e. RNP N, Y, Z).
(ii) BK CTR is VMC
Expect Visual Approach
b. VFR
(i) Clearances to BK CTR via Class D CTA should be via a published inbound VFR route.
(ii) ACFT will be issued a coded VFR clearance (i.e. Brooklyn Inbound, Lighthorse Inbound), refer 5.4. CODED CLEARANCES to BANKSTOWN via CLASS D CTA.
(iii) Inbound aircraft Bankstown, no later than 5 MIN prior to entry to Class D CTA must contact SY Centre on 124.55 and advise requested inbound route (e.g. Sydney Centre, ABC approaching St Helens Skate Park, request ST HELENS INBOUND). Once identified by SY Centre, await instructions to contact BK APP.
(iv) On first contact with BK APP advise callsign and receipt of BK ATIS only.
(v) If unsure of position request assistance from SY Centre 124.55.

5.3. **All ACFT**
After landing remain on 132.8 until clear of all active RWY, then contact SMC on 119.9 in accordance with AIP.
Request “taxi guidance” if required.

5.4. **CODED CLEARANCES to BANKSTOWN via CLASS D CTA**

5.4.1. (NORTH) BROOKLYN INBOUND
Track Brooklyn Bridge (BBG), Berilee (BEE), South Dural Tanks at 1,800FT, then Castle Towers (CAST) and Baulkham Hills Reservoir (BKHR). When ready, descend to reach 1,500FT by BKHR, then track to eastern side Prospect Reservoir (PSP) at 1,500FT.
At PSP, contact BK TWR 132.8 for joining instructions into BK CTR, identification services terminated.
Note: Higher altitudes may be available on request

5.4.2. (WEST) LIGHTHORSE INBOUND
From Nepean Bridge (NPBR), track via the M4 to Lighthorse Interchange (LIHR) keeping the M4 and LIHR on your right, then to the eastern side of PSP at 1,500FT.
At PSP, contact BK TWR 132.8 for joining instructions into BK CTR, identification services terminated.

5.4.3. (SOUTHWEST) ST HELENS INBOUND
From St Helens Skate Park (SSKP), track to Campbelltown Railway Station (CRST) at 2,500FT or as directed by ATC, then via the rail line to Crossroads Shopping Centre (CRSC). When ready descend to reach 1,500FT by CRSC keeping the Hume Motorway on your left.
At CRSC, contact BK TWR 132.8 for joining instructions into BK CTR, identification services terminated.
Note: Caution wake turbulence when YSSY RWY 07 is in use.
Note: Caution R555 boundary nearby.

5.5. **Departures**

5.5.1. All ACFT departing directly from BK CTR to Class G airspace are to change to SY CEN FREQ 124.55 at the BK CTR boundary during TWR HR. Specific transfer instructions will not be issued to VFR ACFT.

5.5.2. AWY CLR requests to enter SY CTR and WS CTA D must be made on BK GND 119.9 during TWR HR, or SY CEN 124.55 outside TWR HR.

5.5.3. ACFT DEP in CTA ABV 1,500FT may experience DEP delay due traffic and CTA limitations.

5.5.4. For Class E operations between 90NM N of Sydney and MAKOR, IFR holding occurs in Class E airspace between 40NM to 90NM N of Sydney (VNC Sydney refers).

5.5.5. Pilots planning VFR flights in the vicinity of MAKOR and beyond should, as far as is reasonable, plan to avoid the Class E airspace in this area due to the intensity of IFR ACFT inbound to and holding for Sydney.

5.5.6. All ACFT requesting an AWY CLR into Class C and Class D CTA contact BK GND 119.9 immediately prior to taxiing with intentions.

5.5.7. ACFT departing BK into CTA

a. IFR
H24 IFR ACFT departing BK via Class C CTA expect to DEP via SID.

b. VFR

RWY 29

Via Mt Annan Outbound

(i) Maintain RWY heading and climb to 1,000FT
(ii) Crossing Hume Motorway, turn left climb to 1,500FT and track to the intersection of Hoxton Park Road and M7
(iii) Track via Mt Annan Outbound (see 5.6.3. (SOUTHWEST) MT ANNAN OUTBOUND)
(iv) Leaving BK CTR and entering WS CTA D, contact BK APP 125.8.

Via Parramatta (PRT)

(i) Maintain RWY heading and climb to 500FT
(ii) At 500FT turn right and track to PRT and climb to 1,000FT
(iii) Crossing the pipeline (APRX 3NM) climb to 1,500FT
(iv) Track via your nominated clearance i.e. Hornsby outbound (see 5.6.1. (NORTH) HORNSBY OUTBOUND) or Penrith outbound (see 5.6.2. (WEST) PENRITH OUTBOUND)
(v) Leaving BK CTR and entering WS CTA D, contact BK APP 125.8.

Via Revesby Station (REVS)

(i) Follow ATC instructions
(ii) At REVS track via Woronora Outbound (see 5.6.4. (SOUTHEAST) WORONORA OUTBOUND)
(iii) Leaving BK CTR and entering SY CTA D, contact BK APP 125.8.

RWY 11

Via Mt Annan Outbound

(i) Maintain RWY until 500FT, then turn left onto downwind, tracking to the Dunc Gray Velodrome, climb to 1,500FT
(ii) At the Dunc Gray Velodrome and not before maintaining 1,500FT track to the intersection of Hoxton Park Rd and M7
(iii) Track via Mt Annan Outbound (see 5.6.3. (SOUTHWEST) MT ANNAN OUTBOUND)
(iv) Leaving BK CTR and entering WS CTA D, contact BK APP 125.8.

Via Parramatta (PRT)

(i) Maintain RWY heading and climb to 500FT, then turn left and track direct to PRT, climb to 1,500FT

(ii) Track via your nominated clearance i.e. Hornsby outbound (see 5.6.1. (NORTH) HORNSBY OUTBOUND) or Penrith outbound (see 5.6.2. (WEST) PENRITH OUTBOUND)

(iii) Leaving BK CTR and entering WS CTA D, contact BK APP 125.8.

Via Revesby Station (REVS) entering SY CTA D

(i) Follow ATC instructions

(ii) At REVS track via Woronora Outbound (see 5.6.4. (SOUTHEAST) WORONORA OUTBOUND)

(iii) Leaving BK CTR and entering SY CTA D, contact BK APP 125.8.

5.6. **CODED CLEARANCES from BANKSTOWN to CLASS D CTA**

5.6.1. (NORTH) HORNSBY OUTBOUND

Track via the applicable departing circuit procedure then via Parramatta (PRT).
Leaving BK CTR contact BK APP 125.8.
Track PRT direct to Carlingford Corner (CFCR) at 1,500FT. After CFCR climb to 1,800FT and track to Pennant Hills Strobe (PENH) then Hornsby (HSY). Leave controlled airspace on track to Patonga (PAA). Remain at 1,800FT until outside Class D airspace.
Leaving Class D CTA control and identification services terminate, squawk 1200, FREQ change approved.
Note: Higher altitudes may be available on request.

5.6.2. (WEST) PENRITH OUTBOUND

Track via the applicable departing circuit procedure then via PRT.
Leaving BK CTR contact BK APP 125.8.
Then track via Seven Hills Train Station (SITS), Victoria Bridge (VCBR) at 1,500FT.
Leaving Class D CTA control and identification services terminate, Squawk 1200, FREQ change approved.

5.6.3. (SOUTHWEST) MT ANNAN OUTBOUND

Track via the departing circuit procedure then via the intersection of the M7 and Hoxton Park Road (HXPR).
Leaving BK CTR contact BK APP 125.8.
Then track via Edmondson Park Station (EMPS). At EMPS climb to 2,500FT, or as directed by ATC, then track southbound via the Hume Motorway keeping the highway on your left. Leave controlled airspace on track to Mt Annan Gardens Greenhouse (MAGG).
Leaving Class D CTA control and identification services terminate, Squawk 1200, FREQ change approved.
Note: Caution wake turbulence when YSSY RWY 07 is in use.

5.6.4. (SOUTHEAST) WORONORA OUTBOUND

Track via the applicable departing circuit procedure then via Revesby Station (REVS), Casuarina Oval (CASO), Woronora Cemetery (WORC) at 1,500FT.
Leaving Class D CTA Control and Identification Services Terminated, Squawk 1200, FREQ change approved.
Note: Caution wake turbulence when YSSY RWY 07 is in use.
Note: Special Procedures: When RWY 07 is in use at YSSY, wake turbulence separation of 1,000FT from super heavy aircraft is not achievable on the Woronora Outbound, expect delays.

6. **CIRCUIT OPERATIONS**

6.1. Circuit Altitude: 1,000FT QNH.

6.2. Circuit OPS are to be confined within a 2NM radius of the ARP.

6.3. ATC may restrict circuit OPS.

7. **CLASS D CTR**

a. Circuit Directions during TWR HR.

(i) RWY 11L HJ - left: HN - right (when RWY 11C not AVBL).

(ii) RWY 11R HJ - right: HN - not AVBL.

(iii) RWY 11C HJ - left: HN - right.

(iv) RWY 29L HJ - left: HN - not AVBL.

(v) RWY 29R HJ - right: HN - left (when RWY 29C not AVBL).

(vi) RWY 29C HJ - right: HN - left.

b. OPS on RWY 11C/29C shall conform to the 11L/29R circuit direction (i.e.11C/11L - left circuit, 29C/29R - right circuit), unless otherwise advised by ATC.
c. Practice instrument approaches may be approved by ATC.
d. CAUTION: Helicopters overfly runways midfield at 500FT.
e. CAUTION: Helicopters conduct CCTS WI the 11L/29R fixed wing circuit at 700FT. Refer to 10.1. Helicopter operations.

8. **IFR arrivals and departures to the South and South East**

a. Pilots are reminded that R555A, R555F and R521 have RA3 conditional status and a clearance issued by ATC:
   (i) into Class C and D airspace on DEP FM BK; or
   (ii) to leave Class C and D airspace on descent to BK,
   does not authorise entry into a restricted area.

8.1. Fixed wing departures to YSSY

In addition to ATFM procedures described in *Sydney/Kingsford-Smith - Flight Procedures*, pilots must contact SY Flow on 02 9556 6515 prior to starting engines for tactical slot confirmation.

9. **VFR Arrivals and Departures**

a. VFR Coded clearances via Class D CTA to and from BK does not authorise entry into:
   (i) SY CTR,
   (ii) WS CTR,
   (iii) RI CTR.

10. **HELICOPTERS/SEAPLANES**

10.1. Helicopter operations

a. A take-off clearance constitutes a clearance to operate within the CTR or depart the CTR into Class D CTA in accordance with the instructions at 5.5. Departures and 5.6. CODED CLEARANCES from BANKSTOWN to CLASS D CTA.
b. The HEL circuit is based on the HLS to the N of the 11/29 RWY complex (the Main Pad). The circuit direction shall conform to that of the active RWY. The circuit shall be conducted WI the fixed wing circuit.
c. Helicopter arrivals and departures may only be conducted using:
   (i) RWY and designated helicopter landing sites.
   (ii) TWY N2 (PPR from AD OPR).
   (iii) The helicopter APN west of TWY N1 (PPR from AD OPR).
   (iv) Other areas approved by the aerodrome operator.
d. Unless otherwise authorised by ATC:
   (i) Arrivals to and departures from TWY N2 - track parallel to Marion Street.
   (ii) Departures to the west from the helicopter APN - track initially parallel to the runway then parallel to Marion Street.
   (iii) Arrivals from the west to the helicopter APN - track initially parallel to Marion Street then parallel to the RWY.
   (iv) All other arrivals and departures - track parallel to the RWY.
   (v) Turn after take-off not permitted below 500FT.
e. Operations to the north of Marion Street are not permitted below 500FT.
f. Helicopters inbound to BK via CRSC can expect to be processed via CSTH.
g. Three special HEL check points have been devised to segregate HEL traffic by having it ARR or DEP, beneath the fixed-wing circuit at right angles to and midway along the downwind leg. ATC will instruct each ARR and DEP HEL as to the route to be flown.
h. The HEL check points are:
   (i) CHOPPERS NORTH (CNTH) - Northern end of Regents Park Railway Station APRX 300M N of the water pipeline.
   (ii) CHOPPERS WEST (CWST) - Michels Patisserie located 1.2NM W of CNTH on the water pipeline.
   (iii) CHOPPER SOUTH (CSTH) - Intersection of two creeks enclosing a sewage treatment works 2.1NM S of ARP.

10.2. HEL/Seaplane lanes into Class G to/from R407B

a. OUTBOUND
   (i) HEL/seaplane shall advise their intentions or preference with the “READY” report.

b. INBOUND
   (i) HEL/seaplane shall make first contact with BK TWR on 132.8 prior to BK CTR and advise their intentions to track via one of the appropriate VFR lanes below for joining instructions.
c. BK OPS in the 29 direction
   (i) OUTBOUND
   Track CWST, RYB into R407B
   (ii) INBOUND
   From RYB, CNTH to BK
d. BK OPS in the 11 direction
   (i) OUTBOUND
   Track CNTH, RYB into R407B
   (ii) INBOUND
   From RYB, CWST to BK

11. VFR COMMUNICATION FAILURE

a. Carry out Communication Failure procedures in EMERG.
b. Enter BK CTR at 1,500FT and TR to overhead the aerodrome at that altitude.
c. Ascertain landing direction and join the appropriate circuit for the runway selected.
d. The preferred runway for landing should be the runway nominated in the joining or sequencing instruction or the arrivals/departure runway nominated on the ATIS.
e. When ready, descend to circuit altitude remaining clear of the other circuit.
f. Maintain separation from other ACFT.
g. Proceed with normal circuit and landing.
h. Watch for light signals from the TWR.

2. Sydney Visual Terminal Chart (VTC)

